

Notices to Consignees.

COMPAGNIE DES MESSAGERIES MARITIMES.

NOTICE TO CONSIGNEES.

CONSIGNEES of the following Cargo are requested to send in their bills of Lading to the Undersigned for countersignature, and to take immediate delivery. This Cargo has been landed and stored at their risk and expense.

No Fire Insurance has been effected.
Ex Romanus and Melbourne.
H (in dia), 101/200 } 200 cases Caudes
Do. 301/400 } from Antwerp, con-
signed to Order.
G. DE CHAMPEAUX,
Agent.
Hongkong, January 3, 1887. 12

Insurance.

THE LONDON ASSURANCE.

INCORPORATED BY ROYAL CHARTER OF His Majesty King George The First, A. D. 1720.

THE Undersigned having been appointed Agents for the above Corporation are prepared to grant Insurances as follows:—
Marine Department.

Policies at current rates, payable either here, in London, or at the principal Ports of India, China and Australia.

Fire Department.
Policies issued for long or short periods at current rates.

Life Department.
Policies issued for sums not exceeding £5,000 at reduced rates.

HOLLIDAY, WISE & Co.
Hongkong, July 26, 1873. 496

NOTICE.

QUEEN FIRE INSURANCE COMPANY.

THE Undersigned are prepared to accept Risks on First Class Godowns at 2 per cent. net premium per annum.

NORTON & Co., Agents.
Hongkong, May 19, 1881. 938

NORTH BRITISH & MERCANTILE INSURANCE COMPANY.

THE Undersigned, Agents of the above Company, are authorized to insure against FIRE at Current Rates.

GILMAN & Co.
Hongkong, January 1, 1882. 14

LANCASHIRE INSURANCE COMPANY.

(FIRE AND LIFE).

CAPITAL—TWO MILLIONS STERLING.

THE Undersigned are prepared to grant Policies against the Risk of FIRE on Buildings or on Goods stored therein, on Goods on board Vessels and on Hulls of Vessels in Harbour, at the usual Terms and Conditions.

Proposals for Life Insurances will be received, and transmitted to the Directors for their decision.

If required, protection will be granted on first class Lives up to £1000 on a Single Life.

For Rates of Premiums, forms of proposals or any other information, apply to ARNHOLD, KARBURG & Co., Agents, Hongkong & Canton.

Hongkong, January 4, 1887. 100

Intimations.

Mr. Andrew Wind,

News Agent, &c.

21, PARK ROW, NEW YORK, is authorized to receive Subscriptions, Advertisements, &c., for the China Mail, Overland China Mail, and China Express.

WINTER TIME TABLE.

THE KOWLOON FERRY.

STEAM LAUNCH.

MORNING STAR.

Runs DAILY as a Ferry Boat between Peddar's Wharf and Tsim-Tse-Tsui at the following hours—This Time Table will take effect from the 21st OCTOBER, 1886.

WEEK DAYS.	SUNDAYS.
Leave N.Y. 6.00 A.M. 7.00 A.M. 8.00 A.M. 9.00 A.M. 10.00 A.M. 11.00 A.M. 12.00 P.M. 1.00 P.M. 2.00 P.M. 3.00 P.M. 4.00 P.M. 5.00 P.M. 6.00 P.M. 7.00 P.M. 8.00 P.M. 9.00 P.M. 10.00 P.M. 11.00 P.M. 12.00 A.M.	Leave N.Y. 7.00 A.M. 8.00 A.M. 9.00 A.M. 10.00 A.M. 11.00 A.M. 12.00 P.M. 1.00 P.M. 2.00 P.M. 3.00 P.M. 4.00 P.M. 5.00 P.M. 6.00 P.M. 7.00 P.M. 8.00 P.M. 9.00 P.M. 10.00 P.M. 11.00 P.M. 12.00 A.M.

There will be no Launch on Monday and Friday, on account of coaling.
The above Time Table will be strictly adhered to, except under unavoidable circumstances. In case of stress of weather, due notice will be given of any stoppages.

To-day's Advertisements.

AUSTRO-HUNGARIAN LLOYD'S STEAM NAVIGATION COMPANY.

STEAM FOR SINGAPORE, PENANG, COLOMBO, BOMBAY, ADEN, SUER, PORT SAID, BRINDISI AND TRIESTE.

(Taking Cargo at through rates to CAL- CUTTA, MADRAS, PERLAK, GULF, BLACK SEA, LEVANT AND ADRIATIC PORTS.)

The Co.'s Steamship *Poseidon*, Captain G. Dorothea, will be despatched as above on WEDNESDAY, the 2nd February, at Noon.

For further Particulars, regarding Freight and Passage, apply to the Agency of the Company, P. & Co. Central.

O. BACHRAOCH, Agent.
Hongkong, January 18, 1887. 98

To-day's Advertisements.

DOUGLAS STEAMSHIP COMPANY, LIMITED.

FOR SWATOW AND AMOY.

The Co.'s Steamship *Formosa*, Captain HARRIS, will be despatched for the above Ports TOMORROW, the 19th Instant, at Noon, instead of as previously advertised.

For Freight or Passage, apply to DOUGLAS LARPAK & Co., General Managers.
Hongkong, January 18, 1887. 89

OCEAN STEAMSHIP COMPANY.

(Taking Cargo & Passengers at through rates for NINGPO, CHEFOO, NEW-CHANG, TIENSIN, HANKOW and Ports on the YANGTSE.)

The Co.'s Steamship *Dardanus*, Captain PUGH, will be despatched as above on SATURDAY, the 22nd Instant.

For Freight or Passage, apply to BUTTERFIELD & SWIRE, Agents.
Hongkong, January 18, 1887. 96

THE CHINESE IMPERIAL GOVERNMENT 1885 DOLLAR LOAN.

THE INTEREST due on the 18th day of January current, on the above LOAN, together with the BONDS DRAWN for Payment, will be Paid at the Offices of this Bank on and after that date.

For the CHARTERED BANK OF INDIA, AUSTRALIA & CHINA, (Agents Issuing the Loan), A. C. MARSHALL, Sub-Manager, Hongkong.
Hongkong, January 18, 1887. 97

Not Responsible for Debts.

Neither the Captain, the Agents, nor Owners will be Responsible for any Debt contracted by the Officers or Crew of the following Vessels, during their stay in Hongkong Harbour:—
ADOLPH, German brig, Captain John Becke, Schellhaas & Co.
EROS, American ship, Capt. J. T. Soule, Master.
INDEPENDENT, British barque, Capt. James Hayes, Master.
SARAH HONNET, American ship, Capt. A. Morgan, Ed. Schellhaas & Co.
VENTURA, Spanish barque, Captain R. Estival, Remedios & Co.

SHIPPING.

ARRIVALS.

Dardanus, British steamer, 1,538, Pardy, Liverpool December 4, and Singapore Jan. 11, General.—BUTTERFIELD & SWIRE.

Formosa, British steamer, 9-0, H. W. Hogg, Shanghai January 14, and Swatow 17, General.—JAMES, MATTHEWS & Co.

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The German gunboat *Nautilus* arrived at Shanghai on the 12th inst.

The following from the *N. C. D. News* may interest shipmates:—We are informed that the *Little Beacon* Light does not show the red very distinctly. In wet or foggy weather it is more like white.

Says the *N. C. D. News*—The wet weather is no doubt responsible for the very striking novelties in nature to which our readers have been treated during the past few days. We are, we must confess, inclined to award the palm to the number of that hard working fraternity who might have been seen passing along the Bund last evening wearing the remains of a discarded dress coat, the tails of which streamed behind them in the most comical fashion; the absurdity being crowned by an opera hat, from which the springs had been apparently removed, which reduced the body of the head piece to the appearance of a conical in a state of rest.

The *Strait Times* says—The establishment of a new line of steamers is always a welcome sign of the development of the trade of the neighboring countries. We are glad to make this statement, for the fact that since the beginning of this year the Norddeutscher Lloyd of Bremen (for which Messrs. Behm Meyer & Co. are the local Agents) have placed the steamer *Ben Wutt* in, under charter to them, on the route to the East. The *Ben Wutt* will act as a feeder line to the steamer of the Company proceeding to Europe by bringing down passengers from Deli and transshipping here, the same as is done by the steamers of the Ocean Steam Ship Company. The new line has been started under contract with most of the German and Dutch planters on the Sumatra estate, the venture is sure to be successful, both from its offering cheaper freight and quicker transit. The *Ben Wutt* is only ten days from the line till the arrival of the steamer from Bremen of the Norddeutscher Lloyd.

A cruel case of kidnapping is recorded in the *Shanghai Mercury* of the 13th inst. The steamer *Ben Wutt* arrived here yesterday by the *Peking* were three Annamite women, who it is said, were kidnapped by Chinese soldiers and taken to Canton. There, it is reported, they were sold for \$200 to a Chinese man, who was a keeper of a gambling den. The women were taken to the gambling den, where they were kept in a house situated at the corner of Kiangsu and Ningpo Roads. They went on board the *Peking* as passengers at Whampoa. None of the officers of the ship had any suspicion that there was anything wrong about the affair until yesterday, when, while the steamer was at anchor outside the lower limits, a sampan came alongside and the brother-keeper went on board and endeavored to take possession of the women. The women were unwilling to go, but the other two rushed to the chief officer for protection and clung to him, crying most piteously. Although the chief officer could not understand what the unfortunate creature were saying, he was struck by the conviction that it was a case of kidnapping, and having seen them to a place of safety, he turned his attention to the brother-keeper who, however, had by this time thought it prudent to board a busy steamer. After this the women were taken along the lower wharves the police were communicated with, and in a very short time the infamous trafficker in human flesh was in their hands. The women, one of whom it transpired is married and has a family, were also taken charge of by the police.

Written on President Cleveland's reference to the Chinese Question in his message to Congress, the *N. C. D. News* says:—The very first paragraph of the message is to the Chinese question. The President deprecates the cruel treatment of inoffensive Chinese in the far western States and Territories, and implies that legislation may be necessary to ensure their protection. His language on this point is so concise that it might have been expected, but it is not as clear as his might be in his reference to certain negotiations between China and the United States, undertaken with a view of limiting Chinese immigration. An impression prevailed that immigration had been stopped by law, and that the only Chinese who were now free to enter this country were merchants, students, and persons who had already lived here; and that these came here not from China, but from the British Colony of Hongkong. It is not easy to discover how the Chinese Government can control immigration, and it is a simple matter to figure what sort of negotiations a British agent, to regulate the commerce of a British port. The California delegation have gone to the East to secure the repeal of the Chinese Exclusion Acts more effective. Mr. Belmont, Chairman of the Committee on Foreign Affairs, holds the fate of the bills in his hands; he says frankly—First pass the bill pending in the Senate, and then the Chinese Exclusion Act will be a simple matter. The California members no more dare advocate paying damages for the murder of a Chinaman than they dare propose the annexation of this State to China.

FOOT BALL MATCH.

A return foot ball match was played this afternoon between two teams representing the Celts and the Sassenachs. A good many changes were made in both teams. The team of the Celts appeared much stronger than on the last occasion; but of course it was difficult to judge owing to the different game that was played, the Celts last time with Rugby Ball being deficient in ruling powers. This time, with Association Rules they proved more than a match for their opponents. But they had to fight hard for their victory, being often hard pressed near their own goal. When the goal was kicked by J. G. Graham, Stewart Lockhart and Thompson played very well and had to bear the brunt of the fight. On the other side the foremost kickers seemed to be—

The following were the teams:—

Celts.		Sassenachs.	
H. Saunders,	left wing.	W. H. Wallace,	capt. back.
D. N. Thompson,	do.	C. Parker,	do.
D. J. D. Anderson,	centre.	R. W. Brooks,	do.
H. S. Lockhart,	do.	A. Brannell,	do.
A. Bodger,	right wing.	J. E. Edwards,	do.
J. G. Graham,	do.	H. Broke,	do.
C. W. Jackson,	half back.	Captain Collinson,	do.
N. J. Mitchell Innes,	do.	H. E. Hayler,	back on the right.
Liut. Graham,	full back.	Herz. Slinger,	goal.
C. E. Laurie,	do.		
D. Mackintosh,	goal.		

Tientsin.

The weather continues perfect, and almost warm. The river is not frozen, and there have been no high winds or storms worth mentioning. Charming weather for those who are not travelling, as scarcely even at night does the temperature fall uncomfortably low. The New Year is being celebrated in Tientsin, by the long threatened blow from the north. Mr. Wu Ting-fang has returned here from Chefoo and Shan-hai-kuan and Kaiping. His visit to the latter place was for the purpose of transferring the line of railway which has been in progress for some time between the Tung Shan Colliery and the Chinese Engineering and Mining Company—the official title of the Kaiping Colliery Company—to that of the Kaiping Railway Company. Limited. The railway formed last summer, to construct the extension of the above railway from Su Ko-chong to Lushan. The ceremony was duly performed on Christmas day, the first of the 12th Chinese moon, and the railway interest in that district, and the new company starts free from incumbrances of any kind, and without any traditions of management which might hinder it from taking full advantage of the experience of other enterprises. The railway is now more than one quarter laid and in operation, and everything is going well. The work has been greatly hindered by the late arrival of all, and the non-arrival of a portion of the materials, but the construction of the line has been proceeded with more rapidly than could possibly have been expected. No doubt it will be opened for regular traffic in the spring. —*China Times*, 1st Jan.

Moukden.

(From *N. C. D. News Correspondent*.)
The most interesting news I can give you is that Messrs. James, Youngblood and Fulford have left for the south. They have had a most varied and trying experience, but look as if they were the better for the rough welcome given them among the Manchurian mountains. They have been stopped by overflowing rivers, compelled to make long detours by impossible swamps, tormented by the pestiferous insect life of the dense forests through which they had to go, and compelled to abide some long tedious investigations from lack of food. They scaled the purple peaks of the Chang-pai-shan and looked down into its deep historical lake enclosed by the peaked circle of the Great Wall. They found the lake forming the great water reservoir, and they found their way to Kirin and Ninguta and exchanged courtesies with the Russians at their farthest outpost from Vladivostok. Thus have they bravely and toilsomely accomplished one of the most trying journeys of these years.

Here we are still busy enrolling and drilling troops for the rubia in the north, and are causing a deal of trouble by their daring raids against peaceful citizens and the Chinese, and are causing a deal of trouble by their daring raids against peaceful citizens and the Chinese, and are causing a deal of trouble by their daring raids against peaceful citizens and the Chinese.

An inquiry was opened on board the *Poochi* this afternoon into the circumstances attending the death of William Brown, a native of Devon, and a Chief Engineer in the *N. C. S. N. Co.'s* service. W. R. Forster, master of the *Poochi*, was called, and on being sworn stated—My Chief Engineer reported to me at 10 o'clock this morning that the *Poochi* was on fire, and that the body of William Brown had been found in the hold. I was called, and on being sworn stated—My Chief Engineer reported to me at 10 o'clock this morning that the *Poochi* was on fire, and that the body of William Brown had been found in the hold.

George Brown, Second Engineer of the *Poochi* and brother of the deceased, said—Last saw the deceased last night at 10 o'clock, at the corner of the Bund. He left me with the intention of going to the Engineers' Institute. He had been in my company for some time. He was quite sober when I last saw him. By a Juryman—The deceased was not subject to fits or any other affection of the head which might cause him to suddenly fall. The night was dark, raining and cold. The deceased was a native of Devon, and was a Chief Engineer in the *N. C. S. N. Co.'s* service. He was a native of Devon, and was a Chief Engineer in the *N. C. S. N. Co.'s* service.

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the presence of one of the largest gatherings we have seen at the cemetery for some time. Mr. Banford conducted the service. The coffin was covered with wreaths and the coffin plate bore this inscription—
William D. Brown, aged 28 years.

THE JESUITS IN CHINA.

The Peking correspondent of *N. C. D. News*, writing on the 22nd December, gives the following report of the proceedings of the Peking Oriental Society, when the subject of the work of Jesuits in China was discussed.

On the evening of Monday, the 20th, the December meeting of the Peking Oriental Society was held in the library of the Netherlands Legation, where a long, elaborate and interesting paper on the Jesuits in China, by the Rev. Father of the Society, was read by Dr. Shrammer of the German Legation. The subject was the Jesuits in China, and the paper was a most valuable contribution to the knowledge of the Jesuits in China, and the paper was a most valuable contribution to the knowledge of the Jesuits in China.

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rule in India. British rule and British masters had taught them to understand what they were, and what their future political rights ought to be. They were then to be educated, and they were to be educated, and they were to be educated.

Nearly eight months have passed since that unhappy incident, and nothing has been done to vindicate our authority. It is not pleasant to think that a savage chieftain, who owes his elevation to the emirate to the favor which was shown him by the British authorities at Aden, has for the greater part of the year had in his custody a band of military police, recruited by the British Government in India, and British service on the Gulf of Aden. The result has been a great blessing to the British Government, and a great blessing to the British Government.

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grain. But there is a richer country beyond for which Harar would serve as a great entrepot. It is only the road which has not been opened, and some good order was established. We cannot with indifference contemplate either the closing of the Zeila route or the opening of a competing route, under French auspices from the Gulf of Aden. Yet the one event has already been brought about, and the British authorities seem to acquiesce in it, while the other is a contingency that promises to be realized at no distant date.

It seems to us that the step that needs first to be taken is the delivery from the talia of Abdul Ali of the Indian police who he has had in his custody for the greater part of the year. It is not consistent with our claim to any sort of authority upon the coast—to say nothing of the loyalty of the Government to its servants—to allow these unhappy men to remain where they are. No great effort is needed to do justice to them and to ourselves. Sir Frederick Barton says that a contingent of the Indian police has been sent to the town in two hours, and more recent authorities give no higher estimate of its capacity for resistance. The real question is not whether it is worth while to undertake the cost and the risk of such an enterprise, but whether we can afford to administer the country with our authority weakened as it must necessarily be by allowing an affront like this to pass unpunished, but as it appears to be almost unnoticed.

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For Sale.

NOW ON SALE.

A CHINESE DICTIONARY
CANTONESE DIALECT.

By E. J. RYTEL.

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This Standard Work on the Chinese Language, constructed on the basis of Kangxi's Imperial Dictionary, contains all Chinese characters in practical use, and while alphabetically arranged according to the sounds of the oldest dialect of China, the Cantonese, it gives also the Manchu pronunciation of all characters explained in the book, so that its usefulness is by no means confined to the Cantonese Dialect, but the work is a practically complete Thesaurus of the whole Written Language of China, ancient and modern, as used all over the Empire, whilst its introductory chapters serve the purpose of a philological guide to the student.

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LANE, CRAWFORD & Co.

Hongkong, January 15, 1883. 151

NOW READY.

THE COMMERCIAL LAW AFFECTING
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COMPARATIVE CHINESE FAMILY LAW

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Intimations.

NOTICE.

THE *Wah Te Yat Po* was established ten years ago. The Business has hitherto been leased to Chinese. Since 1881 it has been leased to Mr. TAM YIK KIU, and the Lease will expire on the 1st of SEPTEMBER of this year; after which the *China Mail* will take over the Business, and LEASE it to Mr. HO CHUNG SIANG under the same conditions as heretofore, but the Staff will be all new. A learned and famous Scholar has been engaged to take the position of Editor, and new arrangements will be made so as to secure a great improvement upon what the paper was before.

GENEALOGIES who have for years been subscribing to this paper may rest assured that the paper will come to them without interruption and need make no change in regard to it. Referring to the Accounts with this Office for the insertion of Notices and for Subscriptions, the Paper, &c., all Debts due to him up to the 1st of SEPTEMBER will be collected by the Old Lessee Mr. TAM YIK KIU; and after the 1st of SEPTEMBER, they will be collected by the New Lessee Mr. HO CHUNG SIANG. This is the usual practice in such cases, and Subscribers are earnestly requested to take the necessary note of the Change of Lessee so as to avoid any mistake in payment.

There has hitherto been only one *Wah Te Yat Po*, the Office of which is situated at No. 3, Wyndham Street, and it has no Branch Office in any other place.

On the 17th of June, Mr. TAM YIK KIU issued a Notice in an Extra saying—"The Lease of this Office will soon expire and a good day will be chosen to remove to some other place, and when this Business is opened in the new house, the name will be changed, and it will be styled *Wah Te Yat Po*, &c., &c." This statement is an ambiguous one, but it is evident that the intention is to imitate the name of this office, and indeed thereby it may easily mislead the readers. Now as Mr. TAM YIK KIU is a Lessee, he may say that the terms of his lease has expired, but it is impossible for him to say the lease of this office has expired, for the lease of the office is for a long term, and the true name of Mr. TAM YIK KIU's statement would be—"The Lease of the House occupied by this Office will soon expire, and consequently, it will be removed to another house. And besides, he says 'the name of this Office will be changed' and it will be styled *Wah Te Yat Po*, &c., &c." From enigmatical language like this it requires a clear-sighted man to find out the truth. It seems like an attempt to pass off a fishy cove for a pearl.

Now to tell the truth, the *Wah Te Yat Po* is a NEW ESTABLISHMENT of Mr. TAM YIK KIU, and has no connection whatever with the *Wah Te Yat Po*; and hereafter Mr. TAM YIK KIU has nothing to do with this Office at all, and Gentlemen are requested to distinguish this Office from his Establishment.

The types of this Office have been in use for some years, and it is now arranged that when the Management of the Business is handed over to the New Lessee, New Type will be supplied and will be ready in a short time. The New Editor of this Paper has already elsewhere given great satisfaction in a similar position to all concerned; and as New Types will be made, the Paper will be ten times more legible. It is hoped that Subscribers will kindly keep their notices in the paper. This Office under its New Management looks to their Patrons and Subscribers, and in order to secure the same this statement is published.

HO-CHUNG SIANG,
New Lessee,
China Mail.

NOTICE.

In connection with the above Statement, I beg to inform the Supporters of the *China Mail* and the Public generally that I have leased that Newspaper to Mr. HO CHUNG SIANG, from the 1st of SEPTEMBER NEXT; and that the Lease of Business now held by Mr. TAM YIK KIU expires on the 31st AUGUST proximo.

GEO. MURRAY BAIN,
Proprietor,
China Mail.

China Mail Office,
Hongkong, July 31, 1886.

Hongkong Rates of Postage.

In the following Statements and Tables the Rates are given in cents, and are, for Letters per half ounce, for Books and Patterns, per two ounces.

Newspapers over four ounces in weight are charged as double, treble, &c., as the case may be, but such papers or packets of papers may be sent at Book Rate. Two Newspapers must not be folded together as one, nor must anything whatever be inserted except bona fide Supplements. Printed matter may, however, be enclosed, if the whole be paid at Book Rate. Prices Current may be paid either as Newspapers or Books.

Commercial Papers signify such papers as, though Written by Hand, do not bear the character of an actual or personal correspondence, such as invoices, docts, copies, &c. The charge on them is the same as for books, but, whatever the weight of a packet containing any partially written paper, it will not be charged less than 5 cents.

The sender of a Registered Article for a Union Country may accompany it with a Return Receipt on paying an extra fee of 5 cents.

The limit of weight for Books and Commercial Papers to Foreign Post Offices is 15 lbs. Packages for such offices are limited to ounces, and must not exceed these dimensions: 8 inches by 4 inches by 2 inches.

Countries of the Postal Union.

The Union may be taken to comprise all civilised countries except the Australasian and Cape Colonies.

Postage to Union Countries.

General Rates, by any route:—
Letters, 10 cents per ½ oz.
Post Cards, 10 cents each.
Registration, 10 cents.
Newspapers, 2 cents each.
Books, Patterns and 2 cents per 2 oz.
Comm. Papers, 2 cents.

There is no charge on redirected correspondence within the Postal Union.

Postage to Non-Union Countries.

Australia, New Zealand, Tasmania, and Fiji, via Torres Straits, Letters, 10; Registration, 10; Newspapers, 2; Books and Patterns, 2; Via Ceylon, Letters, 25; Registration, 10; Newspapers, 2; Books and Patterns, 2.
S. African Colonies—Letters, 25; Registration, 10; Newspapers, 5; Books and Patterns, 5.

LOCAL POSTAGE.

General Local Rates for Hongkong, Macao, China, Japan, Siam direct (d), Cebu, China, Tientsin, and the Philippines:

Letters per ½ oz., 5 cents (c).
Post Cards, each, 1 cent.
Books and Patterns, per 3 oz., 2 cents.
Newspapers and Prices Current, each, 2 cents.
Registration, 5 cents.

(d) Via Singapore, 10 cents.

(e) Between Hongkong, Macao, and Macao 3 cents.

Local Delivery.

1. All correspondence posted before 5 p.m. on any week day for addresses in Victoria will be delivered the same day, and generally within two hours, unless the delivery should be retarded by the Contract Mail.

2. Invitations, &c., can generally be delivered within Victoria at the private houses of the addressees rather than at places of business, if a wish to that effect be expressed by the sender, otherwise all correspondence is invariably delivered at the nearest place of business.

3. Boxholders who desire to send Circulars, Dividend Warrants, Invitations, Cards, &c., all of the same weight, to addresses in Hongkong, Bangkok, or the Ports of China, may deliver them to the Post Office unsealed, the postage being then charged to the sender's account. Each batch must consist of at least ten.

4. Boxholders may also send Patterns to the same places in the same way. Envelopes containing Patterns may be wholly closed, if the nature of the contents be first exhibited or stated to the Postmaster General, as may be necessary, and approved by him. Printed Circulars may be inserted in such Pattern Packets.

The Post Office declines all responsibility for Unregistered Letters containing Bank Notes, Jewellery, or other articles, where registration has been neglected, and will make no enquiries into alleged losses of such letters.

Parcel Post to the United Kingdom.

Parcels not exceeding 11 lbs. in weight are received in Hongkong and at British Post Offices in China, for transmission to the United Kingdom by P. & O. Packet and *Gibraltar*. No parcel is sent with the Overseas Mail via Brindisi. Parcels therefore arrive in London about eight days later than the Mail. Parcels may be sent, but any parcel, even though sealed, is liable to be opened for examination.

Parcels must be posted in Hongkong before 3 p.m. on the day before the departure of the Mail. Those arriving from the Coast, &c., after this hour are kept for the following P. & O. Mail.

The Postage is 25 cents per lb., which includes Registration fee, and must be prepaid in stamps. No further charge is made in the United Kingdom except for Customs dues. No parcel must be more than 3 feet 6 inches in length, or 6 feet in greatest length and girth combined. A receipt is given for each Parcel.

The sender must fill up a form of Customs Declaration, which can be obtained free of each Post Office. No parcel can be accepted till this is completely and accurately filled. The only articles ordinarily sent from China which are liable to duty are Tea, Tobacco, and Gold and Silver plate.

Dangerous or perishable goods, articles likely to injure the Mails, Liquids (unless securely packed) or parcels easily crushed, such as band-boxes, are prohibited. No Parcel can be received if its value exceeds \$250.

A Parcel may contain a letter to the same address as that of the Parcel itself, or another Parcel to the same address. No other enclosures are allowed.

With regard to inward Parcels, addressees are requested to serve that the Parcel Mail is not opened until the ordinary distribution of letters, &c., is finished. The postage on Parcels at home is 10¢ per lb., the Regulations are generally similar to the above, and the Parcels are sent out via *Gibraltar*.

Indemnity for the Loss of a Registered Article.

The Post Office is not legally responsible for the safe delivery of Registered correspondence, but it is prepared to make good the contents of such correspondence lost while passing through the Post, to the extent of \$10, in certain cases, provided:—

1. That the sender duly observed all the conditions of Registration required.

2. That the letter was securely enclosed in a reasonably strong envelope.

3. That application was made to the Postmaster General of Hongkong immediately the loss was discovered, the envelope being invariably forwarded with such application unless it also is lost.

4. That the Postmaster General is satisfied that the loss occurred whilst the correspondence was in the custody of the British Postal administration in China, that it was not caused by any fault on the part of the sender, by destruction by fire, or shipwreck, or by the dishonesty or negligence of any person not in the employment of the Hongkong Post Office.

5. No compensation can be paid for more damage to fragile articles such as portraits, watches, handsewn bound books, &c., which render their destination, although in a broken or deteriorated condition.

Misnot or Delayed Correspondence.

When correspondence has been misnot or delayed (both of which are liable to happen occasionally) all that the addressee need do is to note on the cover, *Sent to me, or directed at P. M., or as the case may be, and forward it, without any other writ whatever, to the Postmaster General.* This should be acted on the first time cause of complaint occurs; it is a mistake to let such matters pass for fear of giving trouble, a course which generally gives more trouble in the end.

Chair, Jinricksha, and Boat Hire.

LEGALISED TARIFF OF FARES FOR CHAIRS, CHAIR BEARERS, AND BOATS, IN THE COLONY OF HONGKONG.

Chairs.

Half Hour, ... 10 cts.
One Hour, ... 20 cts.
Three Hours, ... 50 cts.
Six Hours, ... 70 cts.
Day (from 6 to 6), One Dollar.

TO VICTORIA FARE.

Single Trip, ... \$1.00
Return Direct, ... \$1.50
Four Coaches, ... \$2.00
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Two Coaches, ... \$1.00

By P. & O. Mail.

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Two Coaches, ... \$1.00

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Single Trip, ... \$1.00
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Merchant Vessels in Hongkong Harbour.

Exclusive of late Arrivals and Departures reported to-day.

To facilitate finding the position of any vessel in the Harbour, the Anchorage is divided into eleven Sections, commencing at Green Island. Vessels near the Hongkong shore are marked A, near the Kowloon shore B, and those in the body of the Harbour C.

Shipping or midway between each shore are marked E, in conjunction with the figures denoting the sections.

1. From Green Island to the Gas Works.
2. From Gas Works to Jardine's Wharf.
3. From Jardine's Wharf to the Harbour Master's Office.
4. From Harbour Master's Office to the P. & O. Office.
5. From P. & O. Office to Faddar's Wharf.
6. From Faddar's Wharf to the Naval Yard.
7. From Naval Yard to Blue Buildings.
8. From Blue Buildings to East Point.
9. From Kowloon Island to North Point.
10. Kowloon Wharves.
11. Jardine's Wharf.

Vessel's Name.	Flag and Rig.	Tons.	Date of Arrival.	Consignees or Agents.	Destination.	Remarks.
Steamers						
Alpine	Brit.	1639	Jan. 8	Russell & Co.	Sydney, &c.	To-morrow
Angers	Brit.	558	Jan. 10	Wilder & Co.	K'loon Dock	Quarry Bay
Bornida	Italian	1490	Jan. 4	Carlowitz & Co.	Bombay, &c.	K'loon Dock
Borneo	Dutch	1444	Jan. 15	Jardine, Matheson & Co.		
Cardigan	Brit.	1623	Jan. 17	Adamson, Bell & Co.		
Chinghai	Chi.	1035	Jan. 10	M. S. N. Co.		
Chow-ching	Ger.	796	Dec. 25	Melchers & Co.		
City of Rio de Janeiro	Amer.	3184	Jan. 12	M. S. S. Co.	San Francisco	To-morrow
Crossed	Brit.	648	Nov. 13	Arnold, Karberg & Co.		Patent slip
Dalla	Brit.	552	May 25	Bun Ho Hong		22nd inst.
Dardanus	Brit.	1335	Jan. 17	Butterfield & Swire		Laid up
Deutscher	Ger.	1197	Jan. 13	Siemens & Co.		K'loon Dock
Formosa	Brit.	970	Jan. 18	Jardine, Matheson & Co.		
Gilad	Brit.	1038	Dec. 8	Siemens & Co.		
Glengyle	Brit.	2900	Jan. 17	Jardine, Matheson & Co.	Bangkok	21st inst.
Gloucester	Ger.	1035	Jan. 16	Melchers & Co.	Coast Ports	To-morrow
Gratinda	Brit.	1201	Nov. 15	Mitsui Bussan Kaisha	K'loon Dock	To-morrow
Harris	Brit.	297	Jan. 14	R. M. S. Co.	London, &c.	
Harbour	Brit.	1109	Jan. 16	Mitsui Bussan Kaisha		
Kong Beng	Brit.	862	Jan. 15	Yun Fat Hong		
Kowhai	Brit.	1354	Jan. 15	Jardine, Matheson & Co.		
Kowhai	Brit.	1354	Jan. 15	Jardine, Matheson & Co.		
Kowhai	Ger.	1330	Jan. 7	Wilder & Co.		
Kowhai	Ger.	722	Jan. 15	Siemens & Co.		
Kowhai	Brit.	1035	Dec. 31	Order		
Kowhai	Brit.	254	July 24	Cuth, Livingston & Co.		Laid up
Kowhai	tug.	161	June 24	H. K. & W. Dock Co.		
Kowhai	Fch.	3822	Nov. 27	Messageries Maritimes		
Kowhai	Amer.	48	Jan. 11	China Traders Insurance Co.		
Kowhai	Brit.	2000	Jan. 10	China Traders S. N. Co.		
Kowhai	Brit.	319	Jan. 13	Douglas Steamship Co.	Yokohama	21st inst.
Kowhai	Brit.	1149	Dec. 29	Russell & Co.		
Kowhai	Ger.	1142	Jan. 17	Siemens & Co.		